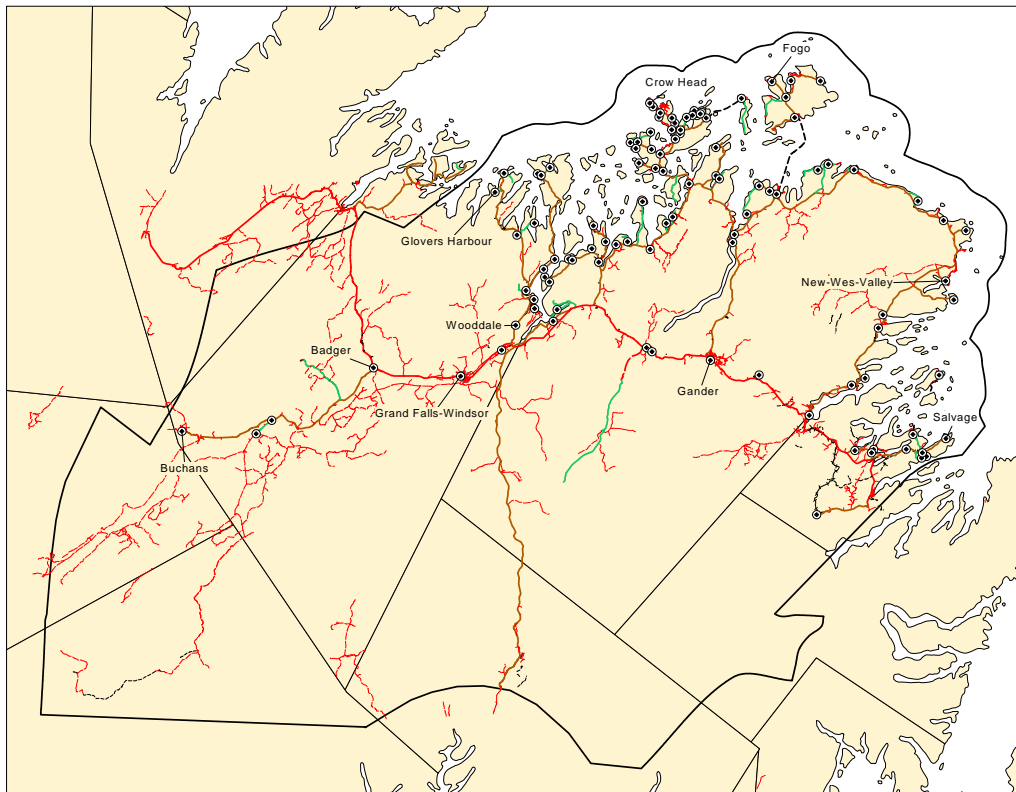

ENVIRONMENTAL ASSESSMENT REGISTRATION

CENTRAL NEWFOUNDLAND REGIONAL WASTE MANAGEMENT LOCAL WASTE MANAGEMENT FACILITIES

Submitted to:

Department of Environment and Conservation
Environmental Assessment Division

April 2008



ENVIRONMENTAL ASSESSMENT REGISTRATION

**CENTRAL NEWFOUNDLAND REGIONAL WASTE MANAGEMENT
LOCAL WASTE MANAGEMENT FACILITIES**

Prepared for:

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April 2008

Project No.: 722848-08

Title: ENVIRONMENTAL ASSESSMENT REGISTRATION,
CENTRAL NEWFOUNDLAND LOCAL WASTE MANAGEMENT
FACILITIES

Client: Central Newfoundland Waste Management Authority

B	08/04/11		Environmental Registration	MS	EE	WM
A	08/03/14		Environmental Registration	MS		
Rev.	Date yyyy/mm/dd	Page No.	Description	Prepared By	Reviewed By	Approved By

TABLE OF CONTENTS

1.0	NAME OF THE UNDERTAKING.....	1
2.0	PROPONENT.....	1
2.1	Name of Corporate Body.....	1
2.2	Address.....	1
2.3	Contact.....	1
2.4	Principal Contact Person for Purposes of Environmental Registration.....	1
3.0	THE UNDERTAKING.....	1
3.1	Nature of the Undertaking.....	1
3.2	Need for the Undertaking.....	2
4.0	DESCRIPTION OF THE UNDERTAKING.....	4
4.1	Geographic Location.....	4
4.2	Physical Features of the Undertaking.....	5
4.3	Construction Activities.....	10
4.3.1	Potential Source of Pollutants During Construction.....	11
4.3.2	Mitigation Measures During Construction.....	12
4.4	Operations.....	13
4.4.1	Potential Source of Pollutants During Operations.....	14
4.4.2	Mitigation Measures During Operations.....	14
4.5	Potential Valued Ecosystem Interactions and Mitigation.....	15
4.5.1	Resource Conflicts.....	15
5.0	OCCUPATIONS.....	16
5.1	Construction Phase.....	16
5.2	Operational Phase.....	17
6.0	APPROVAL REQUIRED FOR THE UNDERTAKING.....	17
7.0	BACKGROUND INFORMATION.....	18
7.1	Public Education Process.....	18
7.2	Project Related Documents.....	19
7.3	Summary of Findings.....	19
8.0	SCHEDULE FOR RELEASE FROM ENVIRONMENTAL ASSESSMENT.....	19
9.0	FUNDING.....	20

APPENDICES

Appendix A	Figures
Appendix B	Site Drawings and Aerial Photographs
Appendix C	Central Newfoundland Solid Waste Management Plan, Executive Summary
Appendix D	Information on Public Meetings

1.0 NAME OF THE UNDERTAKING

CENTRAL NEWFOUNDLAND LOCAL WASTE MANAGEMENT FACILITIES

2.0 PROPONENT

2.1 *Name of Corporate Body*

Central Newfoundland Waste Management Authority

2.2 *Address*

Central Newfoundland Waste Management Authority
P.O. Box 149
Gander, NL
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2.3 *Contact*

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3.0 THE UNDERTAKING

3.1 *Nature of the Undertaking*

The purpose of the proposed project is to establish suitable locations for construction of 7 local solid waste management facilities to service communities located in the central region of Newfoundland. The project team developed a detailed collection and transportation model that allowed the Authority an opportunity to study the advantages and disadvantages of several potential local waste management facility options and locations.

The preferred system was selected based upon the objectives of the 2002 Newfoundland and Labrador Waste Management Strategy and Provincial Guidance Waste Standards (2007), the convenience to the users, and the overall cost. Each local waste management facility (LWMF) will be designed to cost effectively accommodate the current and projected waste volumes from the collection area. Based on extensive research and investigation, the committee decided to adopt a two-stream (wet/dry) waste collection system with local waste management facilities. An assessment of the collection and transportation requirements of the new system has resulted in selecting a collection and local waste management facility system that includes the following locations:

Local Waste Management Facility	Annual Volume of Waste Generated
Buchan's Junction*	524 tonnes
Point Leamington*	1282 tonnes
New World Island - Twillingate	3638 tonnes
Fogo Island	1429 tonnes
Gander Bay*	2727 tonnes
Indian Bay*	3396 tonnes
Terra Nova*	3528 tonnes

* located adjacent to existing landfill site

Refer to Appendix A, Figure 1.

The LWMF's will consist of the following components:

1. Access Road
2. Scale
3. Enclosed Loading Area (pre-engineered structure) and Scale House
4. Construction and Demolition (C & D) Landfill
5. Household Hazardous Waste Area
6. White Goods and Metals Storage Area

(Refer to Appendix A, Figure 2.)

3.2 Need for the Undertaking

The undertaking will provide suitable locations for solid waste disposal to service communities located in the collection areas of Central Newfoundland. Each LWMF will provide a permanent storage of construction and demolition (C & D) materials and provide a temporary collection area for waste before it is transported to the Central Newfoundland Regional Waste Facility for further recycling and organic diversion efforts.

The establishment of the proposed LWMF's is necessary for the central region to meet the objectives of the comprehensive waste management strategy¹ established by the Province of Newfoundland and Labrador. The strategy has a goal of 50% diversion of materials currently going to landfills by the year 2015. The strategy also includes a reduction in the number of disposal sites, the elimination of open burning, and the phase-out of unlined landfills.

In keeping with the goals of this strategy, the Central Newfoundland Waste Management Authority has undertaken the task to oversee the development of a Solid Waste Management Plan for the Central Newfoundland Region. The Central Newfoundland Waste Management Authority is an umbrella organization made up of representatives of the community councils within the Central Region of Newfoundland.

¹ Government of Newfoundland and Labrador, Department of the Environment. *Newfoundland and Labrador Waste Management Strategy*. Revised May 2007.

4.0 DESCRIPTION OF THE UNDERTAKING

4.1 *Geographic Location*

There are a total of seven (7) proposed LWMF's. Each location is described below:

1. The proposed location of the Buchan's Junction Waste Management Facility is situated approximately 1.65 km west of the bridge in Buchan's Junction along Route 370 (adjacent to existing landfill). The site boundary takes in a total area of approximately 9.3 ha and can be accessed by an existing road off Route 370.
2. The proposed location of the Point Leamington Waste Management Facility is situated approximately 871 m west of the bridge in Point Leamington along Route 350 (adjacent to existing landfill). The site boundary takes in a total area of 9.7 ha and can be accessed by an existing road off Route 350.
3. The proposed location of the New World Island - Twillingate Waste Management Facility (Three Options):
 - i. is situated approximately 380 m south of intersection of the Medical Center In Virgin Arm along Route 340. The site boundary takes in a total area of 50.4 ha and can be accessed by road to existing landfill off Route 340.
 - ii. is situated approximately 380 m south of intersection of the Medical Center In Virgin Arm along Route 340. The site boundary takes in a total area of 37 ha and can be accessed by an existing access road off Route 340, opposite access road to existing landfill.
 - iii. is situated approximately 7.5 km southeast of Virgin-Arm Summerford intersection. The site boundary takes in a total area of 36.6 ha and can be accessed by an existing access road off Route 340.
4. The proposed location of the Fogo Island Waste Management Facility (Two Options):
 - i. is situated approximately 520 m southwest of the entrance to the existing landfill on the west side of the main road from Stagg Harbour to Little Seldom. The site boundary takes in a total area of 64.9 ha.
 - ii. is situated approximately 358 m southwest of the entrance to the existing landfill on the west side of the main road from Stagg Harbour to Little Seldom. The site boundary takes in a total area of 64.9 ha.

5. The proposed location of the Gander Bay Waste Management Facility is situated approximately 6.4 km north of intersection to existing causeway in Gander Bay along Route 330. The site boundary takes in a total area of 49.4 ha and can be accessed by road to existing landfill off Route 330.
6. The proposed location of the Indian Bay Waste Management Facility is situated approximately 2.1 km north of bridge on Route 320 in Indian Bay. The site boundary takes in a total area of 21.6 ha and can be accessed by road to existing landfill off Route 320.
7. The proposed location of the Terra Nova Waste Management Facility is situated approximately 928 m west of the intersection to Route 310 along TCH. The site boundary takes in a total area of 25 ha and can be accessed by road to existing landfill off Route 310.

4.2 Physical Features of the Undertaking

The development will consist of the following components:

1. Access Road
2. Scale
3. Enclosed loading area (pre-engineered structure) and Scale House
4. Construction and Demolition Landfill
5. Household Hazardous Waste Area
6. White Goods and Metals Storage Area

(See Appendix A, Figure 2.)

Site Access

Access to each site would be via a dedicated, upgraded, gravel, all-season access to the facility. Roads to the existing landfill sites and quarries can be utilized and upgraded, with the exception of the Fogo Island site (Option 1) where a new access will be constructed.

Site Electricity and Telephone

Two-phase power would be required to service each site. Telephone and electricity lines would be brought in along the site access road.

Scale

Upon entering each site, collection and transport vehicles would be directed to the scale to have sources of incoming loads identified, weighted and directed to the appropriate disposal location. Non-haulage vehicles would bypass the scale. A scale house, either free standing or connected to the tipping floor (pre-engineered structure), would be located adjacent to the scale. In addition, vehicles exiting the facility after waste disposal will be again directed to the scale to determine the amount of waste deposited at the facility so they can be charged the appropriate tipping fee.

Site Buildings

A scale house, either free standing or connected to the tipping floor (pre-engineered structure), would be located adjacent to the scale. The scale house area would serve as administrative office, and include a washroom and lunchroom. The tipping floor area of the building would contain service bays and storage. The building would be fully serviced with on-site potable water and septic system. The area around the building would contain the septic field, water well, and parking areas.

Public Drop-off

Private vehicles exiting the inbound scale can access the building and dump waste directly into the waiting trailer.

Storage Area

Vehicles carrying construction and demolition waste, white goods or metal waste would, upon leaving the inbound scale, proceed to the temporary storage area, deposit their load and then exit the site by means of the outbound scale.

Municipal and commercial waste haulage vehicles carrying general waste would proceed to the tipping floor of the Local Waste Management Facility where the waste would then be prepared for delivery to the Regional Facility.

Household hazardous waste would be deposited in a self-contained unit and stored until the waste could be removed by a licensed hazardous waste hauler.

Landfill Disposal Cells

Any waste identified to be C & D will be disposed of at the C & D landfill. The C & D landfill will be the only location on site where waste will be permanently stored and not transferred to the Regional Facility.

The environmental protection system of the C & D Landfill will consist of a low permeability soil base layer and be designed to promote gravitational drainage.

Once a portion of the C & D landfill reaches its operational height, the area will be covered to reduce infiltration of precipitation and redirect the surface runoff. The final cover system will consist of a multi-layer arrangement including a compacted soil layer to minimize infiltration and a vegetative layer to prevent erosion.

Physical Features of the Proposed Locations

Based on topographic features, ground slope and the shape of the available land and surface features, the following areas have been deemed suitable for development.

Buchan's Junction

- The site is undeveloped, consists of a wooded area and slopes towards the south.
- The proposed property boundary includes a portion of an existing landfill site.
- An access road is proposed to extend from Route 370 (along existing landfill access road) for a distance of 240 m.
- The proposed C & D landfill is approximately 100 m from Route 370.
- The proposed site boundary is approximately 100 m from the nearest body of water (Mary March's Brook) with the C & D Landfill measuring approximately 212 m from Mary March's Brook.
- (See Appendix B, Drawing 001 and 002).

Point Leamington

- The site is undeveloped, consists of a wooded area and slopes towards the west.
- The proposed property boundary includes a portion of an existing landfill site.
- An access road is proposed to extend from Route 350 (along existing landfill access road) for a distance of 250 m.
- The proposed C & D landfill is approximately 232 m from Route 350.
- The proposed site boundary is approximately 201.5 m from the nearest body of water (New Bay River) with the C & D Landfill measuring approximately 370 m from New Bay River.

- (See Appendix B, Drawing 003 and 004).

New World Island – Twillingate (3 Options)

Option 1

- The proposed property boundary includes a portion of an existing quarry site and treed land.
- Site is adjacent to an existing landfill and slopes towards the west.
- An access road is proposed to extend from Route 340 (along existing landfill access road) for a distance of 834 m.
- The proposed C & D landfill is approximately 761 m from Route 340.
- The proposed site boundary is approximately 351.7 m from the nearest body of water (Dildo Run) with the C & D Landfill measuring approximately 657 m from Dildo Run.
- (See Appendix B, Drawing 005 and 006)

Option 2

- This site slopes towards the northwest.
- The proposed property boundary includes a portion of an existing quarry site and treed land.
- An access road is proposed to extend from Route 340 (along existing access road) for a distance of 1.1 km.
- The proposed C & D landfill is approximately 589 m from Route 340.
- The proposed site boundary is approximately 100 m from the nearest body of water (wetland) with the C & D Landfill measuring approximately 402 m from the body of water.
- (See Appendix B, Drawing 007 and 008)

Option 3

- The proposed property boundary includes a treed area and slopes towards the northwest.
- An access road is proposed to extend from Route 340 (along existing access road) for a distance of 800 m.
- The proposed C & D landfill is approximately 648 m from Route 340.
- The proposed site boundary is approximately 187 m from the nearest body of water (name unknown) with the C & D Landfill measuring approximately 574 m from the body of water.
- (See Appendix B, Drawing 009 and 010).

Fogo Island Waste Management Facility (2 Options)

Option 1

- The site is undeveloped, consists of a wooded area and slopes towards the east.
- An access road is proposed to extend from the road to Little Seldom for a distance of 100 m.
- The proposed C & D landfill is approximately 217 m from the road to Little Seldom.
- Wetlands are situated within the proposed site boundary and measure approximately 100 m from the C & D Landfill.
- (See Appendix B, Drawing 011 and 012).

Option 2

- The site is undeveloped, consists of a wooded area and slopes towards the east.
- An access road is proposed to extend from the road to Little Seldom for a distance of 150 m.
- The proposed C & D landfill is approximately 260 m from the road to Little Seldom.
- Wetlands are situated within the proposed site boundary and measure approximately 105 m from the C & D Landfill.
- (See Appendix B, Drawing 011 and 012).

Gander Bay Waste Management Facility

- The site is undeveloped, consists of a wooded area and slopes towards the north.
- The site is adjacent to an existing landfill.
- An access road is proposed to extend from Route 330 (along existing landfill access road) for a distance of 700 m and will include the construction of a new 80 m access.
- The proposed C & D landfill is approximately 720 m from Route 330.
- The proposed site boundary is approximately 460 m from the nearest body of water (Gander Bay) with the C & D Landfill measuring approximately 880 m from Gander Bay. .
- (See Appendix B, Drawing 013 and 014).

Indian Bay Waste Management Facility

- The site is undeveloped, consists of a wooded area and slopes towards the north.
- The site is adjacent to an existing landfill.
- An access road is proposed to extend from Route 320 (along existing landfill access road) for a distance of 524 m and will include the construction of a new 15 m access.

- The proposed C & D landfill is approximately 430 m from Route 320.
- The proposed site boundary is approximately 618 m from the nearest body of water (name unknown) with the C & D Landfill measuring approximately 794 m from the body of water.
- (See Appendix B, Drawing 015 and 016).

Terra Nova Regional Waste Management Facility

- The site is undeveloped, consists of a wooded area and slopes towards the northeast.
- The site is adjacent to an existing landfill.
- An access road is proposed to extend from the Trans Canada Highway (along existing landfill access road) for an approximate distance of 1 km and will include the construction of a new 65 m access.
- The proposed C & D landfill is approximately 647 m from Route 320.
- The proposed site boundary is approximately 314 m from the nearest body of water (Square Pond) with the C & D Landfill measuring approximately 468 m from Square Pond. .
- (See Appendix B, Drawing 017 and 018).

Geological, hydrogeological and surface water investigations will be conducted in early spring on each site to further confirm the suitability of the proposed sites.

4.3 Construction Activities

Construction of each LWMF includes a pre-engineering structure and scale house, household hazardous waste building, C & D landfill, metals storage area and public drop-off area. Construction of the site will involve the removal of vegetation, grubbing, and grading of soil material for the access road, building locations, parking area and disposal area. Realizing some impact is likely on certain areas, the proponent is committed to keeping those impacts to a minimum. During the construction and operation of the disposal site, all efforts will be made to preserve and conserve the natural environment. Vegetation will be maintained to provide natural buffer zones and any exposed slopes will be stabilized with natural vegetation where possible.

All construction activities will be conducted involving mitigation measures as per Section 4.3.2.

Vegetation Clearing

Potential concerns associated with vegetation clearing include loss of habitat, as well as sedimentation of watercourses. All vegetation clearing and associated activities will adhere to all applicable acts, regulations, and permits. Also, mitigation measures will be implemented to reduce the potential effects of vegetation removal. A cutting permit will be obtained prior to the start of any site clearing. Clearing and removal of trees will be restricted to the minimum areas needed for the site requirements and will not be outside the permitted limits. Limits of clearing will be shown on all drawings "Issued for Construction".

Disposal of cleared timber and slash will be in compliance with the Forest Fire Regulations, Environmental Code of Practice for Open Burning, and the Permit to Burn.

Grubbing and Disposal of Related Debris

The principal concerns associated with grubbing are the potential effects of erosion on marine and freshwater ecosystems, as well as water quality. All grubbing and disposal of related debris near watercourses will adhere to relevant regulatory requirements. Grubbing activities shall be minimized where possible and limits of stripping shall be placed on all drawings "Issued for Construction".

Measures will be implemented to minimize and control runoff of sediment-laden water during grubbing, and the re-spreading of the grubbed material. Erosion control measures will be implemented in areas prone to soil loss.

Grubbed materials will be stockpiled for use in other areas of the project. Areas used for stockpiling will not be adjacent to any water bodies.

Filling, Excavation, Embankments, and Grading

Excavation, embankment, and grading will only be completed upon conclusion of grubbing and stripping. Where engineering requirements do not require grubbing and stripping, filling shall occur without any disturbance to the vegetation or upper soil horizons. Excavation, embankment, and grading shall be done in a manner that ensures that erosion and sedimentation will not impact watercourses in the area.

4.3.1 Potential Source of Pollutants During Construction

The potential sources of pollutants are generally those associated with land development and construction. Adherence to permit conditions and application of sound construction practices will protect against the release of pollutants into the surrounding environment.

Strict monitoring and sound construction practices will control activities to minimize risks associated with:

- Silt and sediment
- Dust
- Construction debris
- Risk of fuel, lubricant and hydraulic fluid release
- Airborne emissions from construction equipment
- Noise pollution from construction activities

4.3.2 Mitigation Measures During Construction

Mitigation measures to reduce the environmental concerns associated with construction activities include:

- Silt laden runoff from construction areas will not be permitted to discharge directly into any body of water or watercourse. Runoff will be diverted to settling basins to ensure silt is settled out prior to release into the water. Silt fence construction of filter fabric will be used where necessary to preclude release of construction water directly into any body of water. The measures will include natural vegetation buffer, stone rip rap, wire mesh, settling ponds, and drainage channels.
- Efforts will be made to minimize dust generation during the construction phase of the project. Dust from construction activities will be controlled using the frequent application of water. Any application of calcium chloride will be in accordance with applicable guidelines from the Department of Transportation and Works.
- Solid waste disposal practices will be in compliance with the *Environmental Protection Act* and associated regulations. Any construction debris generated during the course of the project will not be permitted to be disposed of on site, but will be contained in steel boxes on site for disposal at a municipal solid waste disposal facility. Where possible, construction waste will be recycled.
- All machinery will be inspected for leakage of lubricants or fuel and must be in good working order. Any accidental spills or leaks will be promptly contained, cleaned up, and reported to the 24-hour environmental emergencies report system (1-800-563-2444).
- All fuel handling and storage will be in compliance with *The Storage and Handling of Gasoline and Associated Products Regulations*. Also, to minimize the risk of fuel, lubricant or hydrocarbon release, construction equipment will not be permitted to be re-fuelled within 30 m of any water body. If fuel storage is necessary, it will be stored only in approved containers with all necessary permits in place. Basic petroleum spill

clean-up equipment will be on-site and made accessible to all contractors and/or employees.

- Equipment exhaust systems will be maintained to provide emissions meeting the standards designed for the equipment by the manufacturer.
- Exhaust systems will be maintained to ensure noise levels are within the design specifications of the machinery.

4.4 Operations

Each LWMF is estimated to begin operations in 2009/2010 and be operational for approximately a 50-year period. The following provides a summary of the operations of the facility; further information is provided in the Central Newfoundland Solid Waste Management Plan Executive Summary Report (2004) (see Appendix C for further information).

Each operational process of the LWMF begins as a material delivery vehicle enters the facility and proceeds to the weigh scale station. An employee registers the vehicle, weighs it, and directs it to the receiving area/tipping floor. Vehicles back into the building and deposit their loads directly onto the concrete tipping floor, or travel to the C & D landfill area, household hazardous waste area or metals disposal area.

Delivery vehicles carrying dry and/or wet waste would be directed by a staff person to place the material on the tipping floor in a designated area where it would be visually inspected to ensure that wet waste and dry waste are correctly separated. The load would also be inspected to identify the presence of material that may be deposited in another area. Once dumped, a loader would then move the waste into the appropriate trailer.

Staff would be properly trained to recognize hazardous materials and the method of handling. Hazardous materials would be segregated and stored for off-site disposal.

After discharging the material, vehicles then proceed back to the weigh scales to have the empty weight registered before leaving the site.

The operation will be conducted in a fashion which protects public health and safety, minimizes fire hazard, does not create a nuisance to adjacent areas, and will not contaminate ground or surface waters off-site.

All operational activities will be conducted involving mitigation measures as per Section 4.4.2

4.4.1 Potential Source of Pollutants During Operations

The potential sources of pollutants during operations will consist of those associated with daily transportation and storage of waste debris. Strict monitoring and mitigation practices will control activities to minimize risks associated with:

- Silt and sediment
- Dust
- Sewage
- Risk of fuel, lubricant and hydraulic fluid release
- Airborne emissions from trucks and equipment
- Noise pollution from daily activities
- Scattered debris

4.4.2 Mitigation Measures During Operations

The operation will be conducted in a fashion which protects public health and safety, minimizes fire hazard, does not create a nuisance to adjacent areas, and will not contaminate ground or surface waters off-site. All mitigation measures for vehicle use and silt/sediment control that were implemented during the construction phases will also apply during operation of the facility. In addition, the following mitigation measures will be implemented during operation of the site to address potential impacts:

Receiving Waste – All vehicles delivering waste to the site shall be screened to make sure they are carrying acceptable materials and, if required, weighed to determine waste quantities for accounting purposes.

Site Access – Public access to the site is to be controlled so that the general public does not have direct access to the facility unless accompanied by staff members.

Hazardous Waste – Any hazardous waste received at the site shall be properly segregated, stored, and removed from the site on a regular basis by an approved licensed contractor.

Contingency Plans – Up-to-date contingency plans must be in place to effectively handle the results from fire, odour, flood, power outage, spill, delivery of hazardous waste, or any other issue, which could cause a disruption to proper facility operation.

Animal, Rodent, and Vector Control Program – An active vector and rodent control program is required.

Litter Control Program – Includes the requirement for tarping of loads and regular litter collection. Also mobile litter collection fencing will be used where appropriate.

Dust Control Program – Roads shall be properly maintained and dust control programs implemented as required.

Fire Safety Program – Develop fire safety program in consultation with the local fire department and, where required, the Department of Forest Resources and Agri-Foods.

Groundwater / Surface Water Monitoring Program – Where required, surface water control measures will be implemented to minimize the impact on the environment from the construction activities and operation of the landfill. The basic element of surface water controls is to maintain post-development flow rates at pre-development levels and not to alter the pre-development water quality. It is important to minimize the contact between sediment and surface water by:

- constructing ditches to intercept and divert surface water from areas of sediment;
- constructing temporary measures to separate surface water from placed waste to minimize leachate generation; and
- installing a low permeability cover to limit infiltration.

C & D waste – The C & D area shall be sloped for gravity drainage to a point outside of the filled areas. The base layer of the C & D area shall be designed as per the Environmental Standards for Construction and Demolition Waste Disposal Site.

Reporting Requirements – An annual report summarizing the operation of the site is required.

4.5 *Potential Valued Ecosystem Interactions and Mitigation*

4.5.1 Resource Conflicts

Fish & Fish Habitat

No bodies of water were identified on the sites, with the exception of wetland areas located on the proposed Fogo Island sites.

Construction activities will be conducted in such a manner as to prevent the release of sediment or other deleterious materials into water bodies. These measures are discussed in previous sections.

Wildlife

Operations of each LWMF are not expected to cause any direct wildlife conflict.

Forestry

Construction activities will be such as to minimize the clearing of the forested areas.

Adjacent Areas

During operations, maintenance equipment will be confined to the areas of the site and will not be permitted in adjacent areas in order to conserve their natural state.

Human Activities

Human activities will place extra demand on the local services available; however, these activities are expected to have a positive economic impact.

There is no expected conflict with the surrounding natural environment, as site-related activities will be conducted within the boundaries of the waste management site.

5.0 OCCUPATIONS

5.1 Construction Phase

It is expected that approximately thirty-six (36) people will be employed during the construction phase of each LWMF. The Central Newfoundland Waste Management Authority offers an equal employment opportunity, free of gender-specific qualifications.

National Occupational Classification Group Title Code	Potential Positions # Anticipated	Description
0711	1	Construction Managers
2152	1	Landscape Architects
2154	2	Land Surveyors
7217	8	Contractors & Supervisors, Heavy Construction Equipment Crews
7219	3	Contractors & Supervisors, Other Construction Trades, Installers, Repairs & Services
7241	2	Electricians
7244	3	Electrical Power Lines & Cable Workers
7411	2	Truck Drivers
7412	3	Heavy Equipment Operators
7611	5	Construction Trades Helpers & Laborers

National Occupational Classification Group Title Code	Potential Positions (# Anticipated)	Description
2264	1	Construction Health & Safety Inspectors
7612	5	Other Trades Helpers and Laborers

5.2 Operational Phase

It is expected that a total of seven (7) people (1 for each facility) will be employed during the facility operational phase.

National Occupational Classification Group Title Code	Potential Positions (# Anticipated)	Description
7421	1	Part-time Heavy Equipment Operators*

*Operator responsible for operation of site.

6.0 APPROVAL REQUIRED FOR THE UNDERTAKING

The permits, approvals, and authorizations that may be necessary for the undertaking include:

Permit, Approval or Authorization	Issuing Agency
<ul style="list-style-type: none"> ▪ Approval for the Undertaking 	Minister of Environment and Conservation
<ul style="list-style-type: none"> ▪ Approval under the National Building Code of Canada ▪ Approval under the National Fire Code of Canada ▪ Certificate of Approval for Septic System and Well for <4,500 L/day 	Engineering Services, Department of Government Services
<ul style="list-style-type: none"> ▪ Building Accessibility Design Registration ▪ Fuel Storage and Handling-Temporary Storage/Remote Locations 	Operations Division, Department of Government Services
<ul style="list-style-type: none"> ▪ Crown Lands Applications/Licenses ▪ Develop Land – Protected Road Zoning and Development Control Regulations – Preliminary Application to Develop Land ▪ Electrical Permit 	Customer Services, Department of Government Services
<ul style="list-style-type: none"> ▪ Permit to Burn 	Forest Fire Protection Specialist, Department of Natural Resources
<ul style="list-style-type: none"> ▪ Permit to Cut Crown Timber ▪ Operating Permit/Fire Season 	Newfoundland Forest Service, Department of Department of Natural Resources
<ul style="list-style-type: none"> ▪ Development Approvals 	Respective Municipalities

7.0 BACKGROUND INFORMATION

7.1 *Public Education Process*

During the course of the Solid Waste Management Study, the Central Newfoundland Waste Management Authority conducted a number of education sessions for the communities in the central region. The public meetings occurred in various communities from April 7, 2001 to May 20, 2004 (see Appendix D for the list of meetings). The meetings were open to the public and were designed to provide citizens with an opportunity to discuss and provide input concerning the proposed waste management facility.

The entire Solid Waste Management Study for Central Newfoundland consisted of two detailed phases. As a result, the Central Newfoundland Waste Management Authority issued a condensed version of the study, The Central Newfoundland Solid Waste Management Plan Executive Summary (2004) (see Appendix C for details on the Executive Summary). The Executive Summary was designed to combine Phases I and II into one report to provide the public with an overview of the entire study. The following items from the detailed Phase I and II reports were covered in the Executive Summary:

Phase I Report

- Determination of Study Area Boundary
- Waste Generation Rates and Population Projections
- Transportation and Technology
- Waste Generation for Central Newfoundland
- Analysis of Waste Management Systems
- Existing Disposal Site Evaluations
- Alternative Approaches to Engineered Landfills
- Identification of Potential Local Waste Management Facility Locations

Phase II Report

- Identification of Potential Locations for the Regional Waste Management Facility
- Preferred Local Waste Management Facility System
- Materials Recovery Facility
- Compost Facility
- Household Hazardous Waste Depot
- Construction and Demolition Materials Facility
- Landfill Facility
- Cost Overview of the System
- Closure of Existing Landfill Facilities

The Executive Summary was sent to 89 communities that were a part of the proposed Solid Waste Management Plan. As a follow-up to the Executive Summary, the Central Newfoundland Waste Management Authority set up public meetings during March 2004 to further explain and discuss the report. Participants were given an opportunity to ask questions which were then answered by members of the Authority. The public meetings were held in Summerford, Norris Arm, Traytown, New-Wes Valley and Fogo Island. These communities were selected for the meetings based on their central locations for surrounding communities in the region. Details on the public meetings can be found in Appendix D.

7.2 Project Related Documents

Please refer to the following documents for further information:

- **Appendix C** - BAE-Newplan Group Limited, 2004. Central Newfoundland Solid Waste Management Plan Executive Summary.
- **Appendix D**– Information on Public Meetings.

7.3 Summary of Findings

A detailed collection and transportation model was developed to identify the advantages and disadvantages of several potential LWMF locations.

The collective results of these studies support an informed opinion on the suitability of the proposed locations. A brief discussion of the results of the assessment is provided below (See Appendix C, Central Solid Waste Executive Summary Report for further information.)

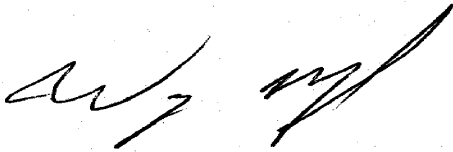
The subject property meets the size and location criteria established by the Authority for development of a local waste management facility. Each site meets the required distances outlined in the Department of Environment and Conservation's Environmental Standards for Solid Waste Transfer Stations, GD-PPD-046. The site access alternatives appear feasible and will not interfere with planned development in the area.

8.0 SCHEDULE FOR RELEASE FROM ENVIRONMENTAL ASSESSMENT

Construction of this project is scheduled to begin in September 2008 with a completion date of July 2009. In order to meet this proposed scheduling, the requirements of the *Environmental Assessment Act* must be completed as soon as possible.

9.0 FUNDING

Financing of this project is expected from various government sources.



Wayne Manuel, P. Eng.
BAE-Newplan Group Limited

April 15, 2008
Date